



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2004-02

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

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2003-23-05	COR	Titeflex Corportation	Appliance: Titeflex hoses
2003-24-13	COR	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, and T206H
2003-26-04		Agusta S.p.A.	Rotorcraft: A109E
2003-26-06		Anjou Aeronautique	Appliance: Safety belts and restraint systems
2003-26-14		Kiddie Aerospace	Appliance: Hand-held halon fire extinguishers
2004-01-09		Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2004-01-10		Eurocopter Deutschland	Rotorcraft: MBB-BK-117 A-1, A-3, A-4, B-1, B-2, and C-1
2004-01-14		Eurocopter France	Rotorcraft: EC130B4
2004-01-51	E	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N

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2003-09-09 R1	R	Cessna Aircraft Company	441 and F406
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), and 1900D

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**CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
REVISION**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-09-09 R1 Cessna Aircraft Company: Amendment 39-13406; Docket No. 2002-CE-18-AD; Revises AD 2003-09-09; which superseded AD 2002-09-13, Amendment 39-12746.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
441	0001 through 0362 and 698
F406	0001 through 0089

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect, correct, and prevent chafing and/or arcing fuel boost pump wiring, which could result in arcing within the wing fuel system. This condition could lead to ignition of explosive vapor within the fuel storage system.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) For Model 441 airplanes: Inspect the part number (P/N) 5718106-1 wire harness and fuel boost pump lead wires for chafing or damage.	Initially inspect at whichever occurs later, unless already accomplished: Within the next 200 hours time-in-service (TIS) after the last inspection required by AD 2002-09-13 or within the next 25 hours TIS after June 24, 2003 (the effective date of AD 2003-09-09). Repetitively inspect thereafter at intervals not to exceed 200 hours TIS.	Follow Cessna Conquest Service Bulletin No.: CQB02-1, Revision 2, dated October 7, 2002.

(2) For Model F406 airplanes: Inspect the P/N 5718106-4 wire harness and fuel boost pump lead wires for chafing or damage.	Initially inspect at whichever occurs later, unless already accomplished: within the next 25 hours TIS or 60 days after June 24, 2003 (the effective date of AD 2003-0-09). Repetitively inspect thereafter at intervals not to exceed 200 hours TIS.	Follow Reims/Cessna Caravan Service Bulletin No.: CAB02-8, dated June 3, 2002.
(3) If chafing or damage is found during any inspection required in paragraph (d)(1) or (d)(2) of this AD: (i) For Model 441 airplanes, replace the wire harnesses, repair fuel boost pump lead wires, or replace of fuel boost pump, as applicable (ii) For Model F406 airplanes, repair or replace the wire harnesses or lead wires, or fuel boost pump, as applicable	Before further flight after any inspection required in paragraphs (d)(1) and (d)(2) of this AD in which damage is found. If the improved design or repaired components are not installed per paragraphs (d)(3)(i), (d)(3)(ii), (d)(4)(i), and (d)(4)(ii), as applicable, then you must continue to repetitively inspect per paragraph (d)(1) or (d)(2) of this AD.	For Model 441 airplanes: Follow Cessna Conquest Service Bulletin No.: CQB02-1, Revision 2, dated October 7, 2002. For Model F406 airplanes: Follow Reims/Cessna Caravan Service Bulletin No.: CAB2-8, dated June 3, 2002.
(4) Perform the installations of paragraph (d)(4)(i) or (d)(4)(ii) of this AD for Model 441 airplanes:. (i) Install improved design fuel boost pump (P/N 1C12-17 or FAA-approved equivalent P/N) and improved design wire harness (P/N 5718106-6 or FAA-approved equivalent P/N) (ii) Install the protective sleeving modification for boost pump lead wires that are not damaged or any lead wires that exhibit any chafing of the sleeve or outer jacket (iii) Installing both improved part numbers in each wing tank or protective sleeving modification for the existing fuel boost pump lead wires terminates the repetitive inspection requirements of paragraph (d)(1) of this AD	Within the next 400 hours TIS after June 24, 2003 (the effective date of AD 2003-09-09), unless already accomplished.	Follow Cessna conquest Service Bulletin No.: CQB02-1, Revision 2, dated October 7, 2002.

<p>(5) Perform the installation in either (d)(5)(i) or (d)(5)(ii) of this AD for Model F406 airplanes:</p> <p>(i) Install improved design fuel boost pump (P/N 1C12-17 or FAA-approved equivalent P/N) and improved design wire harness (P/N 406 28 01 or FAA-approved equivalent P/N)</p> <p>(ii) Install the protective sleeving modification for boost pump lead wires that are not damaged or any lead wires that exhibit any chafing of the sleeve or outer jacket must be modified by installing a protective sleeving over the boost pump lead wires</p> <p>(iii) Installing both improved part numbers in each wing tank or protective sleeving modification for the existing fuel boost pump lead wires terminates the repetitive inspection requirements of paragraph (d)(2) of this AD</p>	<p>Within the next 400 hours TIS after June 24, 2003 (the effective date AD 2003-09-09), unless already accomplished.</p>	<p>Follow Reims/Cessna Caravan Service Bulletin No.: CAB02-8, dated June 3, 2002.</p>
<p>(6) Removing the following warnings for Model 441 airplanes after compliance with Cessna Conquest Service Bulletin No.: CQB02-1, Revision 2, dated October 7, 2002:</p> <p>(i) “PRIOR TO THE INITIAL INSPECTION: THE AIRPLANE SHOULD NOT BE OPERATED WITH LESS THAN 300 POUNDS OF FUEL IN EACH WING.”</p> <p>(ii) “AFTER THE INITIAL INSPECTION: THE AIRPLANE SHOULD NOT BE OPERATED WHENEVER THE LEFT OR RIGHT LOW FUEL ANNUNCIATOR IS ILLUMINATED</p>	<p>As of June 24, 2003 (the effective date AD 2003-09-09).</p>	<p>Not applicable.</p>
<p>(7) Install only improved design wire harnesses and fuel boost pumps as specified in paragraphs (d)(4) and (d)(5) of this AD.</p>	<p>As of June 24, 2003 (the effective date of AD 2003-09-09).</p>	<p>Not applicable.</p>

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative.

Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 2003-09-09 or AD 2002-09-13 are approved as alternative methods of compliance for all inspection requirements of this AD. Regardless, you still must comply with the replacement requirements of this AD.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Robert Adamson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4145; facsimile: 316-946-4107.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done following Cessna Conquest Service Bulletin No.: CQB02-1, Revision 2, dated October 7, 2002; and Reims Cessna Caravan Service Bulletin No.: CAB02-8, dated June 3, 2002. The Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 on June 24, 2003 (68 FR 23186, May 1, 2003). You may get copies from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *Does this AD action affect any existing AD actions?* This amendment revises AD 2002-09-13, Amendment 39-12746.

(j) *When does this amendment become effective?* This amendment becomes effective on January 22, 2004.

Issued in Kansas City, Missouri, on January 5, 2004.
Dorenda D. Baker,
Manager, Small Airplane Directorate, Aircraft Certification Service.
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BW 2004-02

**RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2004-01-13 Raytheon Aircraft Company: Amendment 39-13427; Docket No. 2003-CE-16-AD; Supersedes AD 97-22-16, Amendment 39-10187.

When Does This AD Become Effective?

(a) This AD becomes effective on February 19, 2004.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 97-22-16, Amendment 39-10187 (62 FR 58894, October 31, 1997).

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are:

(1) certificated in any category; and

(2) equipped with vent blower assembly, part number 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7.

Model	Serial numbers
1900	UA-3.
1900C	UB-1 through UB-74 and UC-1 through UC-174.
1900 (C-12J)	UD-1 through UD-6.
1900D	UE-1 through UE-427.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports that vent blower assemblies modified in accordance with AD 97-22-16 are still malfunctioning. The actions specified in this AD are intended to prevent smoke from entering the cockpit and cabin due to the current configuration of vent blower assemblies, which could result in the pilot becoming incapacitated or impairing his/her judgment. This condition could lead to the pilot not being able to make critical flight safety decisions and result in loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Check the maintenance records to determine if a part number (P/N) 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7 ventilation blower assembly is installed.	Within the next 800 hours time-in-service (TIS) after February 19, 2004 (the effective date of this AD), unless already done.	Follow Raytheon Aircraft Mandatory Service Bulletin SB 21-3448, Issued: October, 2002. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may perform this check.
(2) If, by checking the maintenance records, the owner/operator can definitely show that a P/N 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7 ventilation blower assembly is not installed, no further action is required by this AD. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Prior to further flight after the maintenance records check required in paragraph (e)(1) of this AD.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may make this entry.
(3) If, by checking the maintenance records, the owner/operator can definitely show that a P/N 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7 ventilation blower assembly is installed, do the following for each P/N: (i) <i>P/N 114-380028-1</i> : modify following Raytheon Service Bulletin No. 2721, Issued: January, 1997, prior to incorporating Electromechanic Technologies Modification Kit No. P/N 630-203-01 and changing the P/N to 114-380028-11. (ii) <i>P/N 114-380028-3</i> : incorporate Advanced Industries Modification Kit No. P/N BC80A-901-3 and change the P/N to 114-380028-9. (iii) <i>P/N 114-380028-5 with a serial number (S/N) of 2162 or above or with a S/N of 2162 with an "A" suffix</i> : no modification is required. Change the P/N to 114-380028-11 and make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). (iv) <i>P/N 114-380028-5 with a S/N prior to 2162 without an "A" suffix</i> : incorporate Electromechanic Technologies Modification Kit No. P/N 630-203-01 and change the P/N to 114-380028-11. (v) <i>P/N 114-380028-7</i> : incorporate Advanced Industries Modification Kit No. P/N BC80A-901-3 and change the P/N to 114-380028-9.	Do all modifications prior to further flight after the maintenance records check required in paragraph (e)(1) unless already done.	Following Raytheon Aircraft Mandatory Service Bulletin SB 21-3448, Issued: October, 2002, and Raytheon Service Bulletin No. 2721, Issued: January, 1997.

(4) If the owner/operator cannot definitely show that a P/ N 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7 ventilation blower assembly is installed through the maintenance records check, an appropriately-rated mechanic must do an inspection to determine the P/N of the installed ventilation blower assembly and do the applicable modification required in paragraphs (e)(3)(i), (e)(3)(ii), (e)(3)(iii), (e)(3)(iv), and (e)(3)(v) of this AD.	Inspect within the next 800 hours TIS after February 19, 2004 (the effective date of this AD). Do all modifications prior to further flight.	Follow Raytheon Aircraft Mandatory Service Bulletin SB 21-3448, Issued: October, 2002, and Raytheon Service Bulletin No. 2721, Issued: January, 1997.
(5) Do not install any P/N 114-380028-1, 114-380028-3, 114-380028-5, or 114-380028-7 ventilation blower assembly, unless it has been modified as specified in paragraphs (e)(3)(i), (e)(3)(ii), (e)(3)(iii), (e)(3)(iv), and (e)(3)(v) of this AD.	As of February 19, 2004 (the effective date of this AD).	Follow Raytheon Aircraft Mandatory Service Bulletin SB 21-3448, Issued: October, 2002, and Raytheon Service Bulletin No. 2721, Issued: January, 1997.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13.

(1) Send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Dan Withers, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4196; facsimile: (316) 946-4107.

(2) Alternative methods of compliance approved in accordance with AD 97-22-16, which is superseded by this AD, are not approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Mandatory Service Bulletin SB 21-3448, Issued: October, 2002, and Raytheon Aircraft Mandatory Service Bulletin No. 2721, Issued: January, 1997. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on January 2, 2004.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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